


POV Mileage Allowance Practices

| <u>Division</u> | <u>PCS Transfers to/from Overseas</u> | <u>Home Leave</u> |
|-----------------|--|--|
| Africa | No problems as few if any cases. East Coast ports used. | 12¢ per mile, NTECC. |
| EE | 12¢ per mile NTECC, if 3 or more full fares then no limitation. | 12¢ per mile, NTECC. depending on location and time spent at home leave point and if 3 or more travelers then no limitation. Some variations, depending on case. |
| FE | 12¢ NTECC unless 3 or more full fares, then no limitation. | Same as PCS. |
| SR | Follows host Division. | Same. |
| NE | 12¢/mile NTECC or case on its own merits, generally few exceptions to NTECC. | Same. |
| WE | 12¢/mile NTECC unless 3 or more full fares. | Same. |
| WH |  | Same. |
| COMMO | 12¢/mile NTECC ^{unless} 3 or more full fares and West Coast points <i>then no limitation</i> 12¢ no limitation if East Coast points. | Same. |

NTECC. (Not to exceed common carrier.)

Discussed this matter with:

STATINTL

Comptroller's Office -



*consensus is that a rule is needed
general opinion that the rule of three
would be administratively acceptable
if policy*

others

DD/P Support Chiefs (listed on attached)

*Primarily FE has the largest number
of employees where this problem
is of concern. That Div. has raised
the question more often than have
other divisions.*

STATINTL



*advised formal coordination of
proposed paper with the listed
components*

Material for file - re Indirect Travel
Constructive Cost of
Direct Travel